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## MR. H. L. BRIDGMAN ON PEARY'S WORK.

Secretary Herbert L. Bridgman, of the Peary Arctic Club, addressed the Society, at its first meeting in Mendelssohn Hall, on Tuesday, April 17, on "Peary's Work in the Arctic in 1898-99 and 1900." Mr. Bridgman, who was in command of the *Diana* Expedition of 1899, spoke without notes and showed many lantern illustrations, some from photographs by Mr. Peary, and developed from plates sent home by him, and others from the camera of Prof. William Libbey, foreign corresponding secretary of the Society, and leader of the Princeton Scientific party on the *Diana*. Many of Mr. Peary's views were of his new discoveries in Grinnell Land and illustrated topography and localities never before seen by man. The lecture was of a familiar and informal character, more a personal narrative than a scientific or geographic paper, and may be satisfactorily summarized in the following unpublished report of Mr. Bridgman to the Peary Club on his return from the North in September, 1899:

The Club's chartered steamer *Diana*, Capt. S. W. Bartlett, left St. Johns, N. F., July 15, arriving at Sydney, C. B., July 17. Coal, the generous gift of the Dominion Coal Company, and provisions having been taken on board, the steamer left Sydney for the North at 4.30 Friday, July 21, one day later than the date appointed by Mr. Peary in his memorandum from Etah, Aug. 12, 1898. Our northern course was almost a duplicate of his letter. Letters were mailed at Domino Run, Labrador, Tuesday, July 25; the Labrador ice-sheet of seventy-five or eighty miles traversed during that night and the following day required about fourteen hours, the Greenland coast was sighted near Sukkertoppen, Friday, July 28, and at 8 on the evening of the 30th anchor was dropped at Disco.

An immediate call on Gov. Olsen, to whom our credentials from the Department of State were presented, disclosed the fact that no news had been received of Peary or the *Windward*. Gov. and Mrs. Olsen, with their two sons, returned our call the next morning; and in ten minutes after they had left the *Diana* she was under way via the Waigat for the North.

Upernavik was reached at 7 Tuesday afternoon, Aug. 1, and having exchanged official courtesies with Gov. Krauth, who had no news of Peary or the *Windward*, and delivering to him parcels from Gov. Olsen, with less than two hours' detention, we were again on our course. Melville Bay was crossed in twenty and one-half hours, the shortest time on record, and Cape York and the southernmost native settlement reached at 9 Thursday morning, Aug. 3. Here we gathered from the natives that the *Windward* had wintered somewhere on the Grinnell Land coast, and at the next settlement, Saunders Island, fifty miles north, reached at 9 that evening, a native delivered the following note, in pencil, on a half sheet of note-paper, enclosed in a pasteboard envelope fifteen inches long and two wide:

Captain, Peary Auxiliary Steamer:

"You will find a note in pole on top of Littleton Island. April , 1899. PEARY."

The natives also made us understand that Peary had met with an accident to his

feet, and that they had subsequently seen him walking and getting about as usual. Full speed was rung for Littleton Island and ten natives were taken on board for any service—hunting or other—which they might render. As we were passing the entrance of Foulke Fiord, Friday, Aug. 4, at 3 P. M., one of the natives on the bridge made the officer understand that there were people and possibly letters at Etah, six miles up the fiord. Changing our course and blowing the *Diana's* whistle, we soon had the satisfaction of taking from the Peary dory Matt Henson, who delivered the following letter to Capt. Bartlett:

WINDWARD, April 28, 1899.

DEAR SAM:

Just a line to let you know where we are and that all hands are quite well. You will likely arrive at Etah before we get down. So I chance this by some Eskimos going down.

We were stopped here on the 18th of August, frozen in on the 23rd under Cape D'Urville, the south head of Allman Bay, about fifty miles north of Cape Sabine. The whole basin and channel were blocked all the season with heavy ice. As there is no probability of any one going down over the ice cap, I should not imagine there will be much need of your visiting Bowdoin Bay very early. Mr. Peary went north to Fort Conger on the 18th, and will not likely return before the middle of June, so I have no idea what his plans will be for next summer, but we will be in no condition for going north, as we shall be short of coal. Will have about ten days' steaming. I have no idea what time this ice will break up, but fear it won't until about from the first to the fifteenth of August. It seems to be a regular eddy in here, perfectly still, and we have had no wind or snow since leaving you last August, but very intense frost. I hope you will be able to keep well up to the down on this west side. Yours affectionately, JOHN BARTLETT.

P. S.—The *Fram* wintered just inside Cape Sabine.

Anchoring at Etah for the night, the Littleton Island post office and mail were brought on board the next morning, and Mr. Peary's letter "received and contents noted." (This letter was printed in BULLETIN No. 4, 1899, pp. 380-381.)

Saturday was occupied in landing the Robert Stein party and effects at Payer Harbor, near Cape Sabine. Soon after leaving Payer Harbor to return to Etah a ship was made out to the northwest, and in the hope, confirmed by Henson's assertion, that the *Windward* was coming out of her winter quarters we steamed for several hours through loose ice toward her, reaching the latitude approximately of 79° 10'. Finally, however, the stranger was definitely made out to be the *Fram*, whereupon the *Diana* returned to Etah, where she remained Sunday and, windbound, Monday.

Forty walrus, in accordance with Mr. Peary's instructions, were secured during the next four days, and returning to Etah, Saturday morning, Aug. 12, our disappointment at seeing the *Fram* in the outer harbor was soon changed to keen satisfaction at the discovery of the *Windward* safely anchored well within the protecting hills of the fiord. August 12 and 13 were devoted to visiting and preparations for the next chapters of the work, and on Tuesday the *Diana*, with Mr. Peary on board, left for a round of all the native settlements of Whale Sound, to gather equipment for next year's work, the *Windward* remaining for a walrus hunt in the waters off Etah and its vicinity. The *Diana* visited in succession the settlements at Cape York, North Star Bay, Saunders Island, Keati and Netilumi, killing nine walrus in Wolstenholme Sound and about 500 guillemots on Saunders Island.

We met the *Windward* according to programme on Monday, Aug. 21, at Northumberland Island, and learned that she had landed twenty walrus at Etah. Sixty

tons of coal were transferred during the day from the *Diana* to the *Windward*, and at 7:30 P.M. the ships parted company exchanging salutes, the former homeward bound, and the latter to remain a week longer completing her work. Kangerdlooksua and a deer hunt at Academy Bay, five fine animals being killed, occupied Aug. 22 and 23, Olriks Bay, Karnah, and the Robertson Bay villages, the 24th and 25th, and at 6 o'clock on the morning of Saturday the 26th a brief call by a boat party having been made at the site of Polaris House, Lifeboat Cove, the final return to Etah, for winding up matters, was made.

All day Saturday every man on board was diligently employed in discharging our cargo of provisions, nearly all of which, sufficient for the remaining years of Mr. Peary's work, were put on shore, and in taking on coal from his stock to offset the *Windward's* draft on ours. On Sunday the natives ballasted the *Diana*, the sloop *Senta* was beached and shored up for the winter, the last letters and instructions were written, and at 1, Monday morning, the *Diana* cast loose and proceeded out of the fiord, homeward bound, and amid hearty cheers, the firing of guns and the dipping of flags on ship and shore.

The native allies having been landed at Robertson Bay, Northumberland and Saunders Islands, departure from Cape York was taken at 4, Tuesday afternoon, for Disco. On Saturday, Sept. 2, by permission of the Danish governor, and with the assistance of Eskimos, twenty-five tons of coal was taken from the Kudliset deposits in the Waigat strait; on Saturday, Sept. 9, fifteen more were bought at Battle Harbor, Labrador, and at 3 o'clock on the morning of Tuesday, Sept. 12, the *Diana* dropped anchor at Sydney.

The cruise of the *Diana* was in all respects successful, and in some, remarkable. More than 5,000 miles of steaming were accomplished in fifty-two days, of which over 2,000 were north of Cape York, all without detention from ice or accident of any kind. Melville Bay was crossed Aug. 2 and 3 in twenty and a half hours, actual running time, the shortest passage on record.

Most important and gratifying, however, was the ample proof afforded by two weeks' constant association, of the excellent condition, physical and mental, of Mr. Peary and his associates; of the thorough good feeling between him and his native allies; of his deep appreciation of the support and confidence of the Club, and of his firmly established conviction of most important results to be achieved with the returning spring.

HERBERT L. BRIDGMAN,

Secretary Peary Arctic Club.

In concluding his lecture Mr. Bridgman presented in detail the existing condition and immediate future of the Peary Arctic Club's work. President McKinley, a few days since, signed the bill directing an American register to the *Windward*, now at St. Johns, N. F., completing repairs to her hull and engines. Under command of Capt. Samuel W. Bartlett she will sail from Sydney for the North early in July. The term of the voyage depends almost entirely upon Mr. Peary and his work. This done, the ship will return in the autumn; otherwise she will be detained. Abundant equipment—pemmican and ammunition, lumber, oil, coal, dog food, etc.—will be taken in accordance with Mr. Peary's requisition of last year, but of food for himself and his party he has ample supply, the *Diana* having left nearly forty tons at Etah, his winter quarters, in August.

Permission to land at the Greenland ports was granted to the *Windward* by the Danish Government only on condition that she carried no tourists. As to Peary's success in the attainment of the Pole, the most confident hope was expressed. His last words on parting at Etah in August were: "I believe I shall win." And against the recent public prediction of the commander of the Lady Franklin Bay Expedition that Peary will fail, was placed the letter, almost on the same day, of Capt. John Bartlett, who wintered with him on the *Windward*: "I expect that Peary is now at Cape Hecla, drying out his clothes and getting his teams ready for the start North." Peary's own plans for the spring, stated in his letter to President Jesup, Aug. 28, 1899, were as follows:

"After careful consideration I have decided to make no attempt to winter the coming season at Fort Conger, and when this reaches you I shall be settled at Etah for the winter. Two things control this decision; first, the uncertainty of carrying dogs through the winter, and second the comparative facility with which the distance from Etah to Fort Conger can be covered with light sledges. Of sixty odd dogs which I had when the *Windward* reached Cape D'Urville in August, 1898, only seventeen were alive March 1, and these too were useless for work; my experience in this is the rule and not the exception. No expedition has wintered in this region without having its dogs reduced during the dark months anywhere from 50 per cent. to practical extermination. With the usual perversity of such things it is almost always the best dogs that succumb while the poorest survive. Wintering at Fort Conger, I would have in the spring a few haphazard survivors of my full pack. Wintering at Etah, I shall have in the spring my pick of the best dogs of the Whale Sound tribe. With all necessary stores at Fort Conger for the northern trip; with ample caches of supplies from Cape D'Urville to Conger, and with my present knowledge of the region, I can go from Etah to Fort Conger with light sledges in ten to twelve days at the outside, and as the sun returns ten days earlier at Etah than at Fort Conger I shall really lose nothing in point of time. The distance between Cape D'Urville and Conger has been covered in nine days, six days and five days. I could have fixed a team of dogs and a driver, that I have no doubt would have covered the distance in three days. The Eskimos coming to the ship this spring usually came from Etah in three marches.

I shall take with me as far as Conger in the spring a large supporting party of natives, most of whom I shall send back at once with instruments, etc., while some will remain there during my absence north hunting and getting out the contents of the north lean-to.

My movements beyond Conger will depend upon existing conditions next spring. I may pursue my original plan of following the North Greenland coast to its terminus and then making straight for the Pole, or I may take the route I propose for this spring, namely direct from Cape Hecla."

Letters to Lieut. Peary were dispatched by the whalers from Dundee, Scotland, about May 1, for delivery at Cape York, from which point the natives will attempt to carry them to their destination—a route never before attempted, and which Peary will also try to utilize in the opposite direction.